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During the Five Year Plan period, new enterprises are being built in Riga and new branches of industry are being created. Several leading enterprises of local industry, such as the "Krasnyy Metallurg" Plant in Lepaya, the "Sarkana Zvaygzne" Bicycle Plant in Riga, and others, are being successfully expanded.

The 1946 production plan was fulfilled ahead of schedule by leading Latvian enterprises. The "VEF" Plant, which completed the year plan by 7 November, produced the following quantities during 1946: 27,234 radio receivers, 60,351 telephone instruments, 66,990 public address loud-speakers, 1,055 telephone instruments for mines, and 33 telephone switchboards. In the production of telephone instruments, the plant reached the 1950 production level.

Other plants completing the year plan ahead of schedule were: "Krasnyy Metallurg" Plant, "Iugla" Leather Plant, "Uvara" and "Layma" Confectionary factories Tobacco Factory No 1, "Bol'shevikka," "Merino" and "Parizhsкая Kommuna" Textile factories, and many metalworking plants and peat enterprises.

By 1948, more plants, including the Riga Railroad-Car-Building Plant, the Daugavpils Locomotive Repair Plant, the Brotsenskiy Cement Plant, the "Radiotekhnika" Plant, and others, had been reconstructed. By 15 October 1948, over 200 Latvian enterprises had fulfilled their year plans. These included the "Krasnyy Metallurg" Plant, the "Avtoelektroprikor" Plant, the Riga Cement Plant, the Porcelain-Pottery Plant, the Ilgetsiyem Glass Plant, the First Plywood Factory, the Riga Dairy Combine, and others. The "VEF" Plant fulfilled the Five-Year Plan for production of telephone equipment for mines.

Socialist competition and the Stakhanovite movement have become an important factor in the industry of Latvia. Over 87 percent of all workers, or more than 200,000 persons, are now competing for the fulfillment of the Five-Year Plan in 4 years. Communist Party organizations are taking an active part in this undertaking. Party organizations in enterprises are steadily increasing in numbers. As of 1 January 1945, there were only 63 Party organizations in Latvian enterprises. By 1 July 1948, they had increased to 542.

In October 1944, there was only one Communist at the "VEF" Plant, director G. I. Gayle who is now deputy to the Supreme Soviet Latvian SSR. After some time, three more joined him: S. F. Kukhto, Party organizer of TsK KP(b) Latvia, L. Ya. Kharitonov, deputy director for personnel, and Mil'da Binav, economist in the labor and payroll division. Now there are 217 Communists at the plant, united into 20 Party organizations of different shops.

At the "Vayroga" Railroad-Car-Building Plant in Riga, there were only two Communists in 1944, whereas at present the plant has 140 Party members and candidates with 10 workshop organizations. During the same period, the Party organization of the Riga Ship-Repair Plant grew up from three members to 72.

In May 1945, after the liberation of Lepaya, the TsK KP(b) Latvia sent the following Communists to the "Krasnyy Metallurg" Plant: P. Zvaygzne, plant director (also deputy to the Supreme Soviet Latvian SSR); A. Popov, Party organizer of TsK KP(b) Latvia; and Ya. Vil'chevskiy, chief of planning division. They formed the nucleus of the Party organization in the plant. More Communists joined the organization after they were demobilized from the Soviet Army. Now there are 29 Communists in this plant's Party organization.

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The LII IP(D) Latvia appointed its Party organizers to all the larger plants and construction projects. Political schools were established in various enterprises. The Party bureau regularly checks the progress made by workers who study Marxism Leninism independently.

Komsomol workers' brigades played an important part in improving and training industrial personnel. In October 1944, the first Komsomol brigade in the Republic was formed at the "VEF" Plant. There are now 328 brigades in Riga alone, uniting 3,067 young workers.

While furthering socialist competition among workers, Party organizations also fought for a continuous improvement of technological processes and full utilization of all internal reserves of industrial enterprises. For this purpose, early in 1948, the "VEF" Plant Party bureau formed a special commission headed by engineer Pasternak, a Communist. New production techniques used at other leading USSR plants, such as upsetting and knurling of screws, high-speed cutting methods, electro-erosion method of machine metals, etc., were introduced.

The Party organization of the Administration of Latvian Railroads recently created a Council for Economic Questions. This new council is to coordinate all important questions of production and to find a technical and economic basis for all suggestions which would help fulfill the Five-Year Plan in 4 years. The council is headed by A. Ye. Kotov, chief engineer of the Latvian Railroads. During its short existence, the council has been very active. Narrow-gauge railroads take up 28 percent of the entire Latvian railroad system and until now have been very unprofitable to operate. The council has adopted certain measures to increase the volume of transport on narrow-gauge railroads, to reduce costs, and to increase profits from their operation. The realization of these measures was to reduce the state subsidy in 1948 by 8.5 million rubles. In the near future, the council will consider the question of concentrating all locomotive overhaul work in one depot instead of three, as before. This will permit better utilization of equipment and improve the quality of repairs.

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